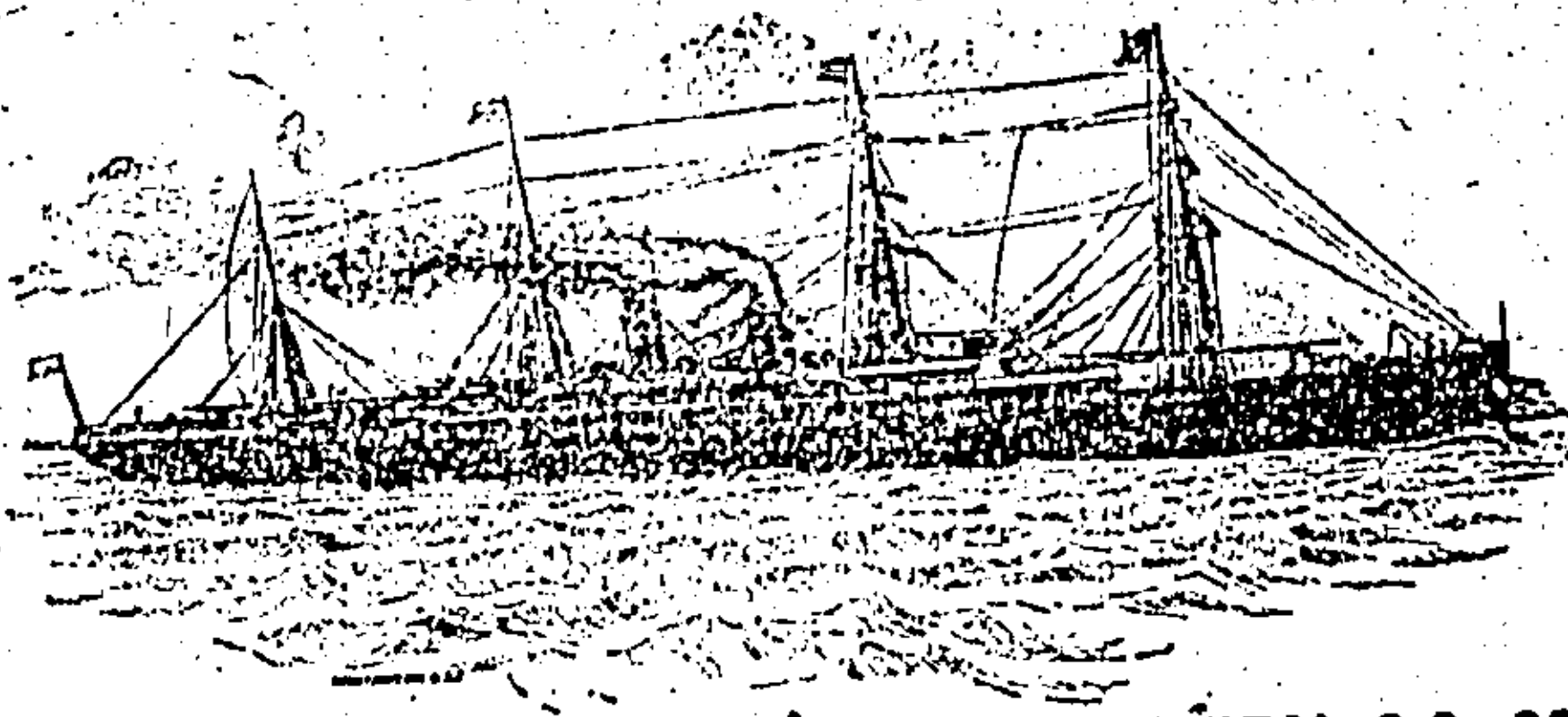


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	SATURDAY, 13th December, at Noon.
"GAELIC"	TUESDAY, 23rd December, at Noon.
"HONGKONG MARU"	WEDNESDAY, 31st December, at Noon.
"ULINA"	THURSDAY, 8th January, 1903, at Noon.
"DORIS"	SATURDAY, 17th January, 1903, at Noon.
"YEPPO MARU"	SATURDAY, 24th January, 1903, at Noon.
"SIBERIA"	TUESDAY, 3rd February, 1903, at Noon.
"GO-RIO"	TUESDAY, 10th February, 1903, at Noon.
"AMERICA MARU"	TUESDAY, 17th February, 1903, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 13th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN-PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received in the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 6th December, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons.	WEDNESDAY, 17th Dec., 1902.
"ATHENIAN"	3,882 "	WEDNESDAY, 31st Dec., 1902.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 14th Jan., 1903.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 11th Feb., 1903.
"TARTAR"	4,425 "	WEDNESDAY, 25th Feb., 1903.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 11th Mar., 1903.
"ATHENIAN"	3,882 "	WEDNESDAY, 18th Mar., 1903.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 1st April, 1903.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 22nd April, 1903.
"TARTAR"	4,425 "	WEDNESDAY, 6th May, 1903.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 13th May, 1903.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th May, 1903.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 14 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 4th December, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

DESTINATIONS.	SAILING DATES.	
STEAMERS		
SUEVIA	HAVRE AND HAMBURG.	17th Dec. Freight.
Borck	(Calling at SINGAPORE and COLOMBO).	
ADRIA	NEW YORK VIA PORTS.	30th Dec. Freight.
Scharrburg	GENOA AND HAMBURG.	31st Dec. Freight.
Malden	(Calling at SINGAPORE and PENANG).	
NUNBERG	HAVRE AND HAMBURG.	13th Jan. Freight.
Jaburg	(Calling at SINGAPORE and COLOMBO).	1903.
SILVIA	HAVRE AND HAMBURG.	27th Jan. Freight and Passengers.
Bulle	(Calling at SINGAPORE and PENANG).	1903.
WURZBURG	HAVRE AND HAMBURG.	10th Feb. Freight and Passengers.
W. Blitzer	(Calling at SINGAPORE and COLOMBO).	1903.
C. FERD. LAEISZ	HAVRE AND HAMBURG.	24th Feb. Freight.
Fuchs	(Calling at SINGAPORE and PENANG).	1903.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 2nd December, 1902.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 13th December, 1902, at 11 A.M., at their

SALES ROOMS, 20, Des Vaux Road,

75 Cases of JAPANESE BEER.

75 " " MISTELA BLANCA (White Wine).

50 " " MISTELA CLARETE (Claret).

Also:

60 Cases SCOTCH WHISKY.

(All the Spanish Wines have been analysed and tested chemically by A. STANLEY, M.D., D.P.H., Shanghai).

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 13th December, 1902. [1350d]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 13th December, 1902, at 2.30 P.M., at their

SALES ROOMS, No. 20, Des Vaux Road,

AN ASSORTMENT OF VALUABLE JEWELLERY,

Comprising—

DIAMOND BROOCHES and RINGS,

GOLD BRACELETS, CROSSES, RINGS,

SCARF PINS, PEARL RINGS;

Also:

6 Dozens of DIAMOND RINGS at \$15.00 up to \$150.00 each;

AND

A Quantity of DIAMOND BROOCHES at \$15.00 to \$300.00 each.

Catalogues will be issued.

HUGHES & HOUGH, Auctioneers.

Hongkong, 9th December, 1902. [1332d]

Masonic.

PERSEVERANCE LODGE OF

HONGKONG, No. 1,165.

A REGULAR MEETING of the above

LODGE will be held in the FREE-

MASONS' HALL, Zeland Street, on TUESDAY,

the 16th instant, at 5 for 5.30 p.m. precisely.

Visiting Brethren are cordially invited to attend.

Hongkong, 10th December, 1902. [1352d]

Intimations.

THE STEAM LAUNDRY COMPANY, LIMITED.

WORKS:—Causeway Bay (adjoining Kennedy's Stables).

TOWN DEPOT:—2, Beaconsfield Arcade (Alleyway).

ALL work is done under European supervision, and the objectionable practices, common to Chinese laundries, of damping from the mouth and sleeping on the clothes are not permitted. Collection and delivery at private residences. Monthly Terms quoted for Gentlemen. Special terms to families on application to—

F. G. ALLEN, Manager.

Hongkong, 6th December, 1902. [1308d]

CORONATION CELEBRATION FUND.

NOTICE is hereby given that ALL

ACCOUNTS in connection with the

above must be presented to the Undersigned on or before WEDNESDAY, the 17th instant.

J. R. M. SMITH, Hon. Treasurer.

Hongkong, 3rd December, 1902. [1324d]

THE DAIRY FARM CO., LIMITED.

HAVING just received a New Consignment of FRESH AUSTRALIAN CREAMERY BUTTER, the Company is now prepared to supply Customers as before. Price: 90 cents per lb.

Hongkong, 2nd December, 1902. [1295d]

TUBORG BEER.

A FIRST-CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10 per case of 48 bottles (quarts.)

Special Prices for Quantities.

Sole Agents—SIEMSEN & CO.

Hongkong, 29th May, 1902. [1595d]

JUST LANDED.

TTTTTT

AAAAA

NNNN

SSS

AA

N

BOTTLED BY

NONOBKI MINERAL WATER CO.

KOBE, JAPAN.

AND IMPORTED BY

RITCHIE & Co.,

39, Des Vaux Road.

Hongkong, 10th December, 1902. [1604d]

Notice of Firm.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

DURING my TEMPORARY ABSENCE from the Colony, Mr. E. W. MAITLAND will act as SECRETARY of the Company.

By Order of the Board, W. H. RAY, Secretary.

Hongkong, 10th December, 1902. [1351d]

Consignees.

THE BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "FREMONT," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DOUGLASS & Co., LIMITED, Agents.

Hongkong, 8th December, 1902. [874d]

THE N.D.L. Steamship

"NURNBERG,"

Captain Jaburg, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 4 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 9th December, 1902. [1318d]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside at consignees' risk and expense.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 12th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 10th December, 1902. [1353d]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"KONIG ALBERT,"

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 18th instant, at 9.30 A.M.

All Claims must reach us before the 22nd instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 11th December, 1902. [1653c]

WORTH A GUINEA A-BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS—SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 CENTS PER BOX.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS OF HONGKONG and the EMPIRE OF CHINA—

WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

Hotels.

GO TO THE

KOWLOON HOTEL, KOWLOON.

R. F. DALY, Manager.

J. W. OSBORNE, Proprietor.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to THE MANAGER.

Hongkong, 1st November, 1902. [1339c]

"BOA VISTA," (HOTEL SANITARIUM OF SOUTH CHINA), MACAO.

THE most select Hotel in the Far-East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers.

The strictest supervision, as to food and cleanliness is exercised by a European Manager.

Telegraphic Address: "BOA VISTA."

52d]

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT,

ARE SELLING THE ONLY GENUINE MANTLES,

THE CHINESE ENGINEERING AND MINING COMPANY.

The shareholders in China of the C. E. & M. Coy., Ltd., which started with such a flare of editorial reports and stock-jobbing puffery a year and a half ago, are now painfully undeceived and have taken this bit between their teeth in the hope of dismounting the directors in Brussels and the obedient tools of the said directors, the puppet board in London. Yesterday's meeting of disill-sioned shareholders in Tientsin we suppose indicates the high-water mark of discontent, but we question very much whether it will have any great effect, especially as the hand of the "honest broker," pulling the Chinese strings and making Chang Yin-mow pretend to dance to the tune that the other shareholders play is too apparent. The appointment of a representative committee to investigate the affairs of the company can do no harm, but we scarcely think the movers and seconders can be serious when they talk of "managing" the affairs of the company in China before they settle with the precious boards in Belgium and London. Do they expect that the very astute Belgian and British promoters and directors in those cities are going to submit without a long and costly course of litigation, which may easily involve financial and other results that are at present undreamed of? We sincerely hope that the agitation now afoot will have the desired end and we cordially join in the condemnation of the directors in Europe who have so scandalously mismanaged the affairs of the company to put things in their most favourable light. But we note the less concerned the prime and original promoters of the conversion of the company. They are most to blame. But we do not say now who they are. We were the first to turn the search-light of publicity upon the mystery of the allotment of the 625,000 shares which were divided by the directors amongst themselves and their friends "for other considerations than cash," and we are therefore glad to see that Mr. Von Hanneken, who, in the Somerset House Register is down for very many thousands of these shares, is amongst those who are now foremost in demanding an inquiry into the whole transaction. It is doubtless well able to explain what the "consideration" in his own case was, or he would not be so loud in his peremptory denunciation of the others who got these shares. The committee, which has been appointed, consists of five Chinese, namely Chang Yin-mow, Shen Tun-ho, Chu Pao San, Tong Kidson, and Liang Wen-Teng; three Germans, Messrs. G. Detring, his son-in-law Von Hanneken, and E. Heyl, and then to give it the necessary British complexion the names of Mr. C. M. Eds. and C. J. Dudgeon have been added. It remains to be seen now what notice the British authorities at home will take of the agitation, which has in its elements of great danger if not skilfully handled may lead to worse things than the mere loss of the shareholders' money. The whole transaction is far from creditable to the British flag, which has been dragged in to cover a mode of exploiting China that is familiar enough in the Congo State and the scramble for Africa's wealth by the Christian and civilized states of Europe, but we do not wish to see it imitated again in this part of the world. The idea of Chang Yin-mow and his confidential friends in putting the scheme under the British flag was almost analogous to that of Li Hung-chang, and his crew in the *Kowshing* trick in

ASK FOR ASAHI JAPANESE BEER—G. Girault.

August '94. Have Li and his backers ever paid one cent for that scandalous rise to this day? Those who have the honour of the flag at heart should see that it is not abused. Mr. Von Hanneken let the cat out of the bag when he referred to Mr. Wynne's appointment as General Manager, in the letter we published in Thursday's issue.

The British shareholders, while looking after their own interests, should see that they are not used as catspaws, however much they may sympathise with Chang Yi and his present friends in distress.—*China Gazette*, 29th ult.

NEW "N.D.L." LINES.

MAGNIFICENT BOATS FOR THE SYDNEY, NEW GUINEA AND SINGAPORE SERVICE.

The two new mail steamers, the *Prinz Waldemar* and the *Prinz Sigismund*, which are to be put on the Singapore-New Guinea-Sydney line next summer by the Norddeutscher Lloyd, are twin screw vessels of a gross register tonnage of about 3,500 tons, and an average speed of 12 knots. They are 328 feet long, with a beam of 42 feet and a depth of 27 feet. These vessels, which have been especially built for this line are in every way fitted out to meet the exigencies of the service in question. Built of German steel, to the highest requirements of the Germanischer Lloyd, they are fitted with rolling chocks, a double bottom fore and aft, and eight water-tight bulkheads. Their dead weight capacity is about 3,500 tons; the engines are of 2,000 indicated horsepower, with a bunker capacity of 1,100 tons of coal. Deck erections consist of a fore-castle, long bridge and poop, the latter being connected by a promenade deck. Accommodation for first class passengers is provided on the upper deck amidships, and for 40 second class in the poop. In addition to these about 24 third class passengers can be accommodated for war. The cabins are roomy, well lighted, and ventilated. Both first and second class saloons are on the promenade deck. The ships are lighted throughout with electricity, besides being supplied with numerous electric fans. Having regard to the service in the tropics, the promenade deck has been built as spacious and airy as possible, a shade deck covering the whole. Adequate refrigerating apparatus is supplied for the transportation of frozen meat, etc.

Each vessel carries 8 boats, including a steam-pinnace. The steamers, which are schooner-rigged, with two pole masts and two funnels, present a very smart appearance, and should soon become popular with the travelling public.

A CURRENCY PETITION.

The following petition has been drawn up, for presentation to his Excellency the Governor of the Straits Settlements:

TO HIS EXCELLENCY SIR FRANK ATHLETIC SWETENHAM, Knight Commander of the most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of the Straits Settlements.

The humble petition of the undersigned inhabitants of Singapore and Members of the Mercantile, Commercial, and Traders community, Land Owners, Professional Men, Chinese, Indian and other Merchants,

Sheweth that 1. The Silver Dollar—the legal currency of the Colony—has since the first day of the present year declined in value by more than 15 per cent. The dollar being a coin dependent

ASK FOR ASAHI JAPANESE BEER—G. Girault.

upon the price of silver and accordingly at the mercy of speculators in that metal, who can raise or depress Exchange to suit their interests, is liable to violent fluctuations, and it has been painfully evident that violent fluctuations in Exchange are very detrimental to the general interests of the Colony.

2. Even if the contention that a dollar of low value is encouraging to a portion of the trade of the Colony be granted, it must without doubt be admitted that there are numerous interests which have been prejudicially affected by the severe fall in silver which has recently taken place.

3. It is the opinion of those of your petitioners who desire a dollar of low value that there must be some point when the advantages derived from low exchange become distinct disadvantages and that this point has been passed.

4. Your petitioners, without expressing any views as to the sterling value to be given to the dollar, desire to place before your Excellency their opinion that it is extremely desirable that the legal currency of the Colony and of the Federated Malay States should have a fixed relative value to the British sterling currency.

Your petitioners therefore humbly pray that your Excellency will by telegraphic despatch, cause their views to be laid before the Committee which is now sitting in England to consider the currency of the Colony and of the Federated Malay States.

And your petitioners will ever pray, &c.

THE U.S.S. "MONOCACY."

The old *Monocacy*, for more than thirty-five years stationed in China waters, is at last to be sold. She is the sole survivor of seven double-ended side-wheel steamers built of iron during the close of the Civil War. The *Monocacy* was built by Demme & Son, Baltimore, in 1866, and departed for the Asiatic station in May, 1866, her first commanding officer being Commander S. P. Carter. Of the seventeen officers who first joined the ship only two are still in the navy, namely, Chief Engineer D. P. McCartney, retired in 1890, and Passed Assistant Engineer J. W. Saville, retired in 1871. The others are either dead or have left the service. The *Monocacy* has been obsolete and useless as a war vessel for more than twenty-five years and excited the derision of the Chinese who, until 1890, believed this vessel to be a representative of the United States navy and made unfavourable comparisons with powerful ships of other nations. Her service has been confined to the coast and rivers of China and in winter quarters at Tientsin the greater part of the time. During the Spanish-American war the vessel discreetly remained at Shanghai. During the recent troubles in China the old *Monocacy* came within range of the Taku forts and Chinese rebels sent a shot through her bow and smashed one of her boats at its davits. The fire was not returned, as Rear-Admiral Kempff was of the opinion that no war existed between the Chinese and the United States. The career of the *Monocacy* is now drawing to a close, and she will be missed because she has been the temporary home of many naval officers and many other vessels in the navy, excepting the receiving ships. The fate of the seven sister ships of the *Monocacy* class has been rather inglorious. The *Muscola*, *Shamokin*, and *Winnipeg* were sold in 1869; the *Mohono*, sold in 1870, ran for some years in the coasting trade on this coast, and was finally disposed of as old metal, her hull being converted into nails and

ASK FOR ASAHI JAPANESE BEER—G. Girault.

agricultural implements at the Judson works in Oakland. The *Suwanee* was lost up north in the Seymour passage in 1870, and the *Ashuelot* ran ashore on the Chinese coast in 1883, a dozen lives being lost in the wreck.—*San Francisco Weekly Call*.

£19,000,000 RAILWAY.

DETAILS OF THE PROPOSED NEW LINE ACROSS CANADA.

A home paper, just to hand, in a position to supplement the cablegram from America notifying the commencement of the great scheme for the construction of a new railway across Canada, which would have the effect of considerably shortening the journey to India and China, besides tapping an enormously rich and undeveloped country.

Although the work has commenced, the Trans-Canadian Railway, as it is called, is still in an elementary stage. Indeed, a company with the necessary capital for carrying on the work has still to be formed.

The history of the scheme takes us back to 1895, when the first charter was granted by the Dominion Parliament.

The charter was amended in 1901, and it was provided that the work should be started on June 29, 1901, and completed within ten years, the Government allowing a subsidy of £38,500 for the first sixty miles. No grants of land, however, were to be made. The railway from Quebec to Port Simpson was to be 2,705 miles in length, as against the 3,078 miles of the Canadian Pacific Railway.

The work commenced on June 28, 1901, but only a very short distance has been covered. The Quebec and St. John's Lake Railway and the line from Chicoutim on the Saguenay River, effecting a junction at Roberval, near Lake St. John, are already in existence, and all that has been done since June 1901 is to advance westwards a little way from Roberval.

The question now in one of money; £19,150,000 is the estimated cost, and it is by no means certain whether this amount can be raised.

Mr. G. E. Church, an American engineer, well known in London, who is one of the chief promoters of the scheme, is in America at present, but one of our representatives was informed at Mr. Church's City offices that so far there was no working capital whatever, and that the scheme was entirely in the embryonic stage, while Mr. Frank Crisp, of the firm of Ashurst, Morris, and Crisp, solicitors, contradicted the report that he had any connection with the scheme.

Intimations.

JUST LANDED.

Per S.S. "EASTERN."

FRESH AUSTRALIAN BUTTER in prints 90 cents per pound.
Fresh Australian Cheese.
Fresh Australian Sausages.
H. RUTTENJEE,
No. 5, D'Aguiar Street, Hongkong.
No. 39, Elgin Road, Kowloon.
Hongkong, 11th December, 1902. [807d]

LEVY HERMANOS
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS
EASTMAN'S
KODAKS AND FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.
40, QUEEN'S ROAD, Watson's Building.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU J. MacKenzie	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SATURDAY, 13th Dec., at Daylight.
TAMBA MARU J. W. Wale	NAGASAKI, KOBE and YOKOHAMA.	TUESDAY, 16th Dec., at Daylight.
KINSHU MARU F. L. Pyne	U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 16th Dec., at 4 P.M.
SADO MARU S. J. G. Parsons	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SATURDAY, 27th Dec., at Daylight.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA.	SATURDAY, 27th Dec., at Noon.
SHINANO MARU M. J. Currow	VICTORIA, B.C., and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 30th Dec., at 4 P.M.
KUMANO MARU E. W. Haswell	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	THURSDAY, 1st January, at 4 P.M.
SANUKI MARU W. T. Wensell	KOBE and YOKOHAMA.	FRIDAY, 2nd January, at Daylight.
BOMBAY MARU W. T. Wensell	BOMBAY, VIA SINGAPORE and COLOMBO.	FRIDAY, 2nd Jan., at Daylight.

Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 6th December, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 15th December, 1902, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 14th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 2nd December, 1902. [1004c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Captains.	Tons.	1902-03
Tacoma	A. Dixon	3,811	Dec. 17
Trenton	J. Pantan	9,666	Dec. 30
Victoria	J. Pantan	3,502	Jan. 3

Steamers marked (*) have no passenger accommodation. The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 24th November, 1902. [874d]

Relieves the scalding pain at once and CURES all discharges from the genital-urinary organs in either sex in 48 HOURS. Santal Midy is a specific for Gleet, Gonorrhea, and all causes of urinary inconvenience. Beware of imitations. Each tin Capsule bears the name SANTAL MIDY. 4, RUE VIVIERE, PARIS.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAFALGAR, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLIMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

The Steamship

"BENGAL," Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 20th instant, at Noon, taking Passengers and Cargo for the above Ports. Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading. For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 6th December, 1902. [1004c]

To be Let.

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST. TWO ROOMS above NEW VICTORIA HOTEL. Apply to—

H. N. MODY, Victoria Buildings, Hongkong, 4th December, 1902. [1328d]

TO LET.

"THE RETREAT," MOUNT KELLET. HOUSES at CAUSEWAY BAY, facing the Polo Ground. No. 1, RIFON TERRACE. GODOWNS at BOWRINGTON, PRAYA EAST. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 29th November, 1902. [1309c]

TO LET.

No. 4, KNUITSFORD TERRACE—Kowloon. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 21st November, 1902. [1326d]

TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES in LEIGHTON HILL ROAD. Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD. No. 8, Queen's Road West, Hongkong, 20th October, 1902. [1104d]

TO LET.

MEIRION No. 2, the Peak, 6-Room House near the Flagstaff, from 15th October, 1902. Apply to E. JONES HUGHES. Hongkong, 7th October, 1902. [1053d]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are prepared to accept Fire, Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSEN & CO. Hongkong, 31st May, 1902. [1004c]



MEMORY POINTS ABOUT SINGER SEWING MACHINES.

SIMPLE. STRONG. SILENT. SPEEDY.

SOLD ON INSTALMENTS AND FOR CASH.

WE make but one grade of product, admitted to be the best; hence attempts at imitation. WE deal directly with the people, through our own employees all over the world, selling 1,000,000 Machines annually.

IF YOU BUY A SINGER

YOU get an up-to-date Machine, built on honour, to wear a life-time. YOU get it for the Lowest Price at which such a machine can be furnished. YOU will receive careful instruction from a competent teacher at your home. YOU can obtain necessary accessories direct from the Company's offices. YOU will get prompt attention in any part of the world; our offices are everywhere, and we give careful attention to all customers, no matter where their machines may have been purchased. YOU will be dealing with the leading sewing-machine manufacturers in the world, having an unequalled experience and an unrivalled reputation to maintain—the strongest guarantee of excellence and fair dealing.

THE SINGER MANUFACTURING COMPANY,

GENERAL OFFICE FOR CHINA:

18, BANK BUILDINGS, CORNER QUEEN'S ROAD AND WYNDHAM STREET, HONGKONG.

BRANCHES IN EVERY CITY IN THE WORLD AND AGENTS IN EVERY TOWN.

RETAIL OFFICES: 3A, WYNDHAM STREET, HONGKONG.

64, ELGIN ROAD, KOWLOON.

Intimations.



A. S. WATSON
AND CO., LTD.

ESTABLISHED A.D. 1841

WINE AND SPIRIT MERCHANTS.

BRANDY.

Per case of 12 bottles.

- A. - HENNESSY'S OLD PALE. RED CAPSULE ... \$20.00 \$1.80
- B. - SUPERIOR VERY OLD COGNAC, RED CAPSULE ... 27.00 2.25
- C. - VERY OLD LIQUEUR COGNAC ... 33.00 2.75
- D. - HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC, 1872 VINTAGE, RED CAPSULE ... 40.00 3.50

OUR BRANDIES ARE GUARANTEED TO BE PURE COGNAC, the difference in price being merely a matter of age and vintage.

A. S. WATSON & Co., LIMITED.

The Hongkong Dispensary.

1st December, 1902.

TELEPHONE NO. 275.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.

FURNITURE
DEALERS.

RAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. [7283]

BAY VIEW HOTEL.

BEST BRANDS OF WINES AND
LIQUORS A SPECIALTY.

DINNERS AND TIFINS SERVED
ON SHORT NOTICE.

OYSTERS, STEAKS, CHOPS, &c.
AT ALL HOURS.

Messrs. J. H. DOWNS and
J. CHRISTIE,
Proprietors.

Hongkong, 8th December, 1902. [13393]

NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not be responsible for any rejected MSs., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$12 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger. Out copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, 10 cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 12, 1902.

LOCAL AND GENERAL.

MICROBE OF LAZINESS.—An American scientist is said to have announced the microbe of laziness.

FORTRESS PURE AND SIMPLE.—It is authoritatively declared in Moscow that Port Arthur will henceforward be purely a fortress.

RETURNS OF RATS.—Of 1,248 rats caught in the City of Victoria during the week ended 8th December, 17 were infected, as were 18 out of 2,015 caught in Kowloon.

SIBERIAN TOURS will be the rage next year. Messrs. Cook and other agencies are looking up passengers for trips across to Vladivostok by the Siberian railway.

ANALYSES OF PUBLIC WATER.—The analyses by Mr. F. Browne, Government Analyst, of public water supplies for the month of November, show that the water in every case was of excellent quality.

THE MORTALITY STATISTICS for the Colony for the week ended 20th November showed the death-rate per 1,000 per annum to be 15.2 per cent., against 20.7 in the previous week and 17 for the corresponding week of last year.

KING OSCAR'S AWARD.—The suggestion that King Oscar has permitted himself to be influenced in his Siam award by the German Government is one against which it is our bounden duty to protest.—*Svenska Dagbladet*, Stockholm.

LIMEWASHING RETURNS.—The lime-washing returns for the fortnight ended 6th December give 2,688 as treated in the Central district and 1,371 in the Western. There were four prosecutions in the former district, and fines were imposed to the amount of \$16.

ITEMS.—Japan papers state, that it was at a wild duck hunting party on the Imperial estate of Niihama, Chiba prefecture, that the death of Colonel Buck occurred.—A live torpedo, lost by the destroyer *Yukuri*, is wandering somewhere in the neighbourhood of Imafukouki.

THE TIMBER-LADEN VESSEL that drifted ashore on the coast of Formosa is the new schooner *Ottis Pedersen* from New Wharoom for Hongkong, which we reported several weeks back, was abandoned at sea on the 5th of October last with loss of rudder, the crew being taken on to Nagasaki by the U.S.S. *Intrepid*.

BY KIND PERMISSION of Lt.-Col. Birdwood and officers, the Band of the 10th Bombay Light Infantry will play at the Hongkong Hotel to-morrow (Saturday) from 8 to 9.30 p.m.

PROGRAMME.

- 1. March "A Frangese".....Cova.
- 2. Valse "Espana".....Waldteufel.
- 3. Selection "Runaway Girl".....Coryell.
- 4. Song "Fruit of Life".....Covey.
- 5. Valse "Sourie D'Avril".....Depret.
- 6. Barre Dance "Happy Dances".....Godfrey.

SALE OF A BARQUE.—The British iron barque *Grosvenor*, which has been in port for several months past, was put up for sale by public auction this morning. There were about fifteen intending purchasers present, and the ship was ultimately bought by Capt. Brown, of the Hongkong and Kowloon Wharf and Godown Co. who secured her with \$9,000, or only \$2,000 beyond the figure at which bidding commenced. The barque has a registered tonnage of 516 tons; length 167 feet; beam 28 feet; depth of hold, 17 feet 3 inches; and carrying capacity, 700 tons deadweight.

WEIHAIWEI TRADE.—The Weihaiwei correspondent of the *N. C. D. News* writes as follows:—Unless and until the fort develops commercially the British Government will, in all probability, have to include Weihaiwei in the small number of colonies whose expenditure exceeds their revenue. There has been some talk of building a railway to Chefoo; but if that were accomplished it does not seem probable that we should divert trade from the treaty port. Certain it is that Chinese mandarins will resist any such diversion. Even if unopposed, it is highly improbable that such a line would pay; unless, perhaps, it was made a part or a branch of some much larger system, and that is only remotely possible. While trade brings certain advantages, it is also accompanied by obvious disadvantages.

COTTAM & CO. FOR GENTS' RATH-ING'GEAR.

THE CLIVE'S SUDDEN DEPARTURE.

The Royal Indian Marine steamer *Clive* which left here for the north a few days ago left Bombay at midnight on the 21st ult. under sealed orders. She was believed to have proceeded to Aden. The *Clive* was due to leave Bombay for Karachi on the 24th ult. with troops, but that order was cancelled.

GAMBLER'S FATAL LEAP.

Accompanied by seven Chinese constables, Detective Sergeant Morrison last evening raided No. 314 Queen's Road Central, where upwards of thirty men were discovered gambling. When the representatives of the law intruded upon their privacy the gamblers rushed on the verandah, and one of the more desperate characters jumped into the street, where he was discovered in a senseless condition. He was removed to hospital, but died soon afterwards. Twenty-two others were arrested and taken before Mr. Hazland, who fined the two principals \$50 each and the remainder \$3 a piece.

THE SECOND STREET COLLAPSE.

Mr. F. A. Hazland was approached this morning at the Magistracy, by Mr. Goldring, of Messrs. Deacon and Hastings, regarding the question of bail in the case of the two contractors who are now awaiting trial in connection with the Second Street collapse. His Worship intimated that he could not fix bail without the consent of the Crown Solicitor, and after Mr. Goldring had had a lengthy consultation with Mr. F. B. L. Bowley he decided that the prisoners could be admitted to bail in the sum of \$10,000 each.

RUSSIAN LIFE TO BE STAGED.

A cable to the *Sun* from Paris says: Tolstoi's drama, *The Resurrection*, which is now being rehearsed, promises to be the theatrical event of the Paris season. It contains striking scenes, depicting the life of the Russian aristocracy, life in a Russian prison and the transportation of convicts to Siberia. The Russian authorities have granted the use in Paris of the actual prison dresses from a Moscow jail. The play has been adapted for the English stage by Michael Morton, and has received the sanction of the Lord Chamberlain.

THE RECENT NAVAL ACTIVITY.

After quoting our remarks regarding the recent naval activity at Hongkong, the *Advocate of India* says:—It may be interesting to note here that our correspondent, writing from Colombo yesterday, stated that private information had reached there that the Admiralty had requested that an immense supply of coal aggregating over half a million tons, should be stocked at Colombo. The East India and China squadrons were to be strengthened, and United States were also augmenting their squadron in China Seas, all of which, he said, pointed to the existence of a distinct uneasiness in the international situation of the Far East.

INSANITARY SURROUNDINGS.

The Hon. Dr. Clark has tabled a minute to the construction of proper channels and drains in the Sheklongshui Market. It reads: "I find that the surroundings of the Sheklongshui Market are constantly in a very insanitary condition, apparently because the market has no suitable channels and drains to receive its washings, which flow down the steps into the roadway. If you have no objections to raise I propose to advise the Board to ask that this market be properly channelled and drained." Mr. A. Gibson, the Veterinary Surgeon, replied: "I will warmly support any such proposal." The matter is being discussed by the Sanitary Board as we go to press.

FAT-BOILING ESTABLISHMENTS.

An application for house No. 195, Des Vaux Road to be registered as a fat-boiling establishment, and a minute thereon by Hon. Dr. Clark, are being considered at this afternoon's meeting of the Sanitary Board. The minute was as follows: "I see there is no record in the minutes of the Board of any definite decision as to the establishment of further offensive trades within the City limits. I think it would be as well if the Board decided that they would not grant licences for the establishment of any new premises of this description in the city or in the larger villages of Kowloon. Then such new premises would be established in the more rural districts, where there would be very little nuisance to anyone."

UNITED SERVICE LODGE.

INSTALLATION OF THE W. M.

Last Monday was the occasion of the installation of Wor. Bro. H. W. Wolfe as Worshipful Master of the United Service Lodge (1311 E.C.), and the ceremony was performed with great pomp by Deputy Grand Master Ray supported by the members of the Grand Lodge. The Masonic Hall was tastefully decorated with evergreens and electrical designs, while several distinguished masons, including Commander Dainty, H. M. S. Hunter, founder of the Dainty Lodge, Weihaiwei, were present. A banquet was served by Wor. Bro. W. Farmer and a most pleasant evening was spent.

Officers for 1902-1903 are as follows:—

- Worshipful Master: Wor. Bro. H. W. Wolfe.
- Immediate Past Master: Wor. Bro. G. G. Burnett.
- Senior Warden: Wor. Bro. A. Hall.
- Junior Warden: Wor. Bro. W. H. Woolley.
- Director of Vigilance: J. G. G. G. G.
- Treasurer: Wor. Bro. H. J. Watson.
- Secretary: Wor. Bro. W. L. Ford.
- Bro. A. M. Thornhill.
- Bro. J. G. G. G.
- Bro. J. Vanstone.

COTTAM & CO. FOR SUN HATS.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this forenoon in the Council Chamber. There were present:—His Excellency Major General Sir W. J. Gascoigne, K.C.M.G., (Officer Commanding the Troops), Hon. F. H. May, C.M.G. (Colonial Secretary), Hon. Sir H. Spencer Berkeley, K.B. (Attorney General), Hon. Dr. F. W. Clark, (Medical Officer of Health), Hon. Commander R. M. Rumsey, R.N. (Harbour Master), Hon. A. M. Thomson, (Colonial Treasurer), Hon. W. Chatham, (Director of Public Works), Hon. C. W. Dickson, Hon. C. S. Sharp, Hon. G. W. F. Playfair, Hon. R. Shewan, Hon. Dr. Ho Kai, Hon. Wei A Yuk and Mr. C. Clementi, (Acting Clerk of Councils).

THE PEAK WATER SUPPLY.

The Hon. G. W. F. Playfair, in pursuance of notice moved, "That His Excellency should be requested to appoint an independent Committee unconnected with the Public Works Department to examine into the truth of the statements contained in the return tabled by the Director of Public Works of the supply of water to the upper levels of the Peak in November last and up to the date of that return." He then read the following letter, which he had received from a prominent resident at the Peak, but did not divulge the name of the writer:—

Hongkong, 6th Dec., 1902.

Dear Sir,—I understand that in a return laid before the Legislative Council by the Director of Public Works the water supply of the Peak was shown as satisfactory, and I believe the delay in getting out the water accounts was ascribed to the employment of high officers of the Department on inspection for the compilation of it is return.

The statement that the supply is satisfactory is distinctly contrary to fact, and the only officer of the department I can hear of as having visited the houses of Solomon. He spoke to my servant, but he has made no inquiries of my next door neighbour or myself. On the other hand I formed the Director of Public Works early in November in a letter, which he has not yet acknowledged, that on one day the amount delivered through the pipe was half a bucket and I pointed out that that was not sufficient for 19 souls.

My next door neighbour tells me that he has to have most of his water obtained by coolies. The supply cannot have been inspected by an engineer as he would have seen that an adequate supply cannot run through the size of pipe in 2 of an hour with the pressure allowed.

Yours truly,

The Hon. G. W. F. Playfair.

The Hon. Member then stated that as the Hon. D. P. W. had prepared a statement regarding the supply of water to the houses at the Peak, and was also pushing the investigations, he would withdraw his motion.

This course was agreed to. The statement referred to was laid on the table, but its contents were of a private nature.

STAR FERRY BYE-LAWS.

The Hon. C. S. Sharp moved the third reading of the Bill entitled An Ordinance to authorize the making of Bye-laws by the "Star" Ferry Company, Limited.

Hon. Dickson seconded, and the Bill was read a third time and passed.

NEW TERRITORIES TITLE ORDINANCE.

The Hon. Sir H. S. Berkeley moved the third reading of the bill entitled The New Territories Titles Ordinance.

Hon. F. H. May seconded, and the Bill having been read was passed.

PUBLIC HEALTH AND BUILDINGS BILL.

The Hon. Sir H. S. Berkeley moved that the Council resolve itself into Committee on the Bill entitled, An Ordinance to consolidate and amend the laws relating to Public Health and to Buildings.

The Hon. May seconded the motion, and the further reading of the Bill, clause by clause, was proceeded with, the Council afterwards adjourning.

MOSQUITOS AND MALARIA.

DR. THOMSON'S COMMUNICATION.

At the meeting of the Sanitary Board this afternoon the following letter from Dr. Thomson relative to the extermination of mosquitoes was considered:—

HONGKONG, 25th October, 1902.

SIR,—I have the honour to report for the information of the Sanitary Board that I have made a careful investigation of the nullah crossing Macdonnell Road and its neighbourhood with reference to the presence of the larvae of mosquitoes, on the afternoons of yesterday and the previous day with result as follows:—

The most easterly of the three nullahs, that is, the one on the east side of the Honourable Wei A Yuk's house is untrained and it swarms with anopheles larvae throughout. I found a gang of coolies acting under the orders of the P.W.D. commencing the work of filling in holes and levelling out the centre of the bed of the stream.

The next nullah is roughly trained with a stone pavement which offers many hollows where anopheles might readily breed. There was evidence of kerosene having been used, and I was not able to demonstrate their presence below Bowen Road. At the levee the training ceases, and immediately above Bowen Road I found anopheles larvae abundant.

The most westerly nullah is much better trained with a smooth bed for the stream made of a coarse concrete, and the result of my search was as in the last described nullah. Immediately above Bowen Road, larvae were abundant. Several branches of nullahs are at present dry.

I also examined a great many puddles of water due to the oozing of water from the

hillside or from the excavations on Macdonnell Road itself, behind certain of the houses and up on the level of Bowen Road, I found anopheles larvae present in all of them except where there was evidence of kerosene having been used.

A very interesting and practically important circumstance came to my notice in my examination of some of these roadside puddles. On the Bowen Road level where they are undisturbed, I found such collections of water literally swarming with both anopheles and culex larvae where oil had been adequately used, but there was a middle series, in which only a little kerosene was present covering the surface imperfectly in which I found plenty of culex larvae, but none of anopheles. The latter seem fortunately more easily destroyed than the former, culex being apparently able to push its respiratory syphon clear of a thin oil layer for breathing purposes in circumstances where anopheles, not possessing this special breathing tube, cannot live. The species of anopheles found was anopheles maculata, and the larvae which I group as culex were those of *Armigeres obturbans* and *culex fatigans*. Having in view the foregoing observations I offer the following recommendations:—

1.—The operations at present in progress in the most easterly nullah should be carried well above Bowen Road and should be followed as soon as possible by a complete training of the nullah.

2.—The training of the other two nullahs should be carried higher up the hill and until this can be arranged, temporary measures such as those in progress in the eastward nullah should be used for some distance above Bowen Road. The middle nullah should receive throughout a floor of concrete over its present pavement and certain breaks in the concrete floor and sides of the most westerly nullah should be repaired.

3.—Efforts should be made to give free concrete tunnels to all oozing water and the hillside oozing should as much as possible be received on well-sloped concrete surfaces, to prevent the presence of little stagnant pools of water.

4.—It is essential to take into account the district well above Bowen Road in all the operations for improvement of the health of Macdonnell Road, in which as well as in Kennedy Road below it malaria is severely prevalent. Otherwise the presence of such swarms of anopheles as I found in the larvae stage just above Bowen Road will nullify the efforts made on the slightly lower level.

5.—The co-operation of the military authorities in the matter of dealing with extensive water puddles on military land just below Kennedy Road is necessary to any success in the direction indicated. These should be cleared away by adequate drainage.

6.—The work of destruction of the larvae and the pools in which they do or may breed should embrace every water with kerosene oil.

I do not think any part of this should be left to private owners or occupiers of property.

In one case, where all the circumstances behind a house were favourable for the presence of larvae, I found one, because adequate care was evidently being taken. Behind another house I found the larvae simply swarming and have directed the puddle on private property as well as on the public roads and in the nullahs. The total number of such collections of water is not large, and they can be quite adequately dealt with, if the work be done systematically. Many can be eradicated; others can be given a smooth concrete surface for water to flow over and away, and the remainder would require to be drenched once attention of the owner is drawn to the circumstance.

I urge that the official of the P. W. D. dealing with this district should have orders to take cognizance of every water surface in the neighbourhood, and unless it be running freely to eradicate otherwise improve or kerosene in periodically as may in each case be possible. In a large question like this, where the public health is concerned, any other cause seems to me likely to invite failure as one property with breeding places overlooked would nullify very extensive efforts all around it.

7.—It is well to recognise an important limitation of what can be accomplished in the directions I have indicated. The anopheles mosquito breeds highly up in the ravines and larvae will constantly tend to be washed down into the lower parts. But if the nullahs be trained and maintained in the condition I have described as desirable, no resting place would exist for such washed down larvae within the inhabited districts around the nullahs, and they would be swept into the harbour.

And in the neighbourhood under consideration it is emphatically possible to reduce the smaller breeding places to the minimum, and to practically stamp out malaria.

8.—I further recommend that an effort should be made to induce residents in the whole district from Bowen Road down to and including the Barracks to destroy as many as possible of the present race of infected anopheles during the winter by a very thorough fumigation of basements, bed-rooms, store-rooms, servants' quarters, dog kennels, and other out buildings where they hibernates. The fumigation with sulphur fumes or cholerae gas should precede any disturbance of the insects by other means, and a suitable time would be the month of January. This might be undertaken by the Sanitary Department in order to secure its being done systematically and efficiently and would probably be accepted willingly if offered from house to house, since all residents are in full sympathy with every effort to exterminate the cause of the present great prevalence of malarial fever. I may say that the Medical Officer of Health, who accompanied me on my second visit to this district, considers my proposal for the destruction of the adult insects by systematic fumigation of all basements and out buildings during the winter season to be a quite practicable

one, and he is prepared to make necessary arrangements.

I have the honour to be,

Sir,
Your obedient servant,
JOHN C. THOMSON.

PRAYA EAST COLLAPSE INQUIRY.

PROCEEDINGS OPENED TO-DAY.

The inquiry into the collapse of No. 45 Praya East, whereby twelve lives were lost, was commenced this afternoon at the Magistracy before Mr. F. A. Hazland, Chief Magistrate. The following jury was sworn: Messrs. E. Pereira, A. W. Shells, and T. Fife. Mr. Bowley, the Crown solicitor, conducted the investigation on behalf of the Crown, and Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, appeared on behalf of the contractor, Mow Wo, whilst the architects, Messrs. Leigh and Orange, were represented by Mr. Looker of Messrs. Deacon and Hastings. Mr. Shenton Hooper watched the case in the interests of the Hongkong Land Investment Agency Company, Limited.

Mr. Bowley detailed the facts connected with the collapse, and the hearing of evidence was commenced, the first witness being Dr. Hunter in charge of the mortuary, after which Mr. Laing was called. P. C. 35, who at the time of the collapse was a sergeant in the Garrison Police, gave evidence respecting the collapse, while Mr. H. E. Y. Haggard, assistant engineer in the P. W. D., produced plans of the buildings.

The inquiry was adjourned.

"THE WRONG MR. WRIGHT."

To-night will be the final production of *Shirlock Holmes* and Saturday evening the above comedy will succeed it.

A company which blends Shakespeare with Broadhurst comedies in its repertoire cannot be accused of want of versatility. No doubt the intellectual drip from one to the other will be considered very great, but Broadhurst fulfils his mission nevertheless, for he is a one comedy writer of the play, who thoroughly knows how to compel laughter. His touch is electrical; for however one might endeavour to resist his farcical absurdities the effort will become futile. *The Wrong Mr. Wright* (which is to be played on Saturday night) by the Janet Waldorf Co., is one of the spiciest confections from Broadhurst's pen. It is a broad, naked farce which lays claim to nothing more; but it is good farce and as such provides pure, healthy merriment. Miss Waldorf's Company are now ringing in the changes fast and *The Wrong Mr. Wright* will be certain to sustain the splendid "house" they have recently been drawing. The box plan is now on view at Robinson's.

THE STEAM LAUNDRY AND SMOKE NUISANCE.

At this afternoon's meeting of the Sanitary Board being held as we go to press a letter is to be read from the Hongkong Steam Laundry requesting a further extension of forty days to comply with a smoke nuisance notice.

Col. Hughes minuted: "The smoke from the laundry is an intolerable nuisance to the number of Europeans frequenting Kennedy's stables. It is also detrimental to the health of the numbers of valuable horses and their Chinese attendants. In my opinion four months was a very liberal period to allow for improvement. The chimney that carries this smoke is very much too low. I am against granting a further respite unless this chimney is carried up thirty or forty feet higher, which can easily be done, and which will abate the nuisance to some extent."

Mr. F. J. Baclely: "Grant."

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 12th at 11.30 a.m. The barometer has fallen over the E. coast of China and SE. Japan, risen on the S. coast of China.

The high pressure area is situated to the NE. of Japan and the low area lies between the Loochoos and the S. coast of Japan.

Fresh monsoon along the China coast and over the N. part of the China Sea.

Forecast:—fresh N. winds; dull, some rain.

SHIPPING AND MAIL NEWS.

MAILS DUE.

- French (*Laos*) 16th inst.
- American (*Guilio*) 16th inst.
- Indian (*Kamsang*) 16th inst.
- Canadian (*Athenian*) 18th inst.
- Canadian (*Empress of China*) 22nd inst.
- American (*Hongkong Mail*) 23rd inst.
- American (*China*) 31st inst.

The N. P. S. Co's steamer *Victoria* arrived at Yokohama on the 12th inst.

The C. M. S. N. Co's steamer *Oopack* from Glasgow and Liverpool has arrived and leaves for Shanghai tomorrow 13th inst.

The N. Y. K. Co's steamer *Tamba Maru* (Europ. an Line) left Singapore for this port on the 10th inst., p.m., and is expected to arrive here on the 15th inst.

The Canadian Pacific Railway Co's steamer *Taihar* arrived at Kobe at 7.30 a.m. on Thursday, the 11th inst., and left again at 9 p.m. same day for Yokohama where she is due to arrive at 6 a.m. on Saturday, the 13th inst.

COTTAM & CO. FOR WASHING CLOTHES.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

(By special arrangement with "Der Ostasienische Lloyd.")

Venezuelan Fleet Captured. The Blockade of the Coast.

GOVERNMENT STUBBORNLY RESISTS.

BERLIN, 11th December, 5.34 p.m.

The terms of the Ultimatum, delivered to the Government at Caracas by the representatives of England and Germany, not having been complied with joint action was taken by the two Powers and the Venezuelan men-of-war were captured. The blockade of the coast was then declared, the Eastern portion being guarded by England, while Germany was in charge of the Western. The English and German subjects, who were arrested by President Castro, have been released through the intervention of the American representative. The Government in Caracas still continues to offer a stubborn resistance.

French Press and Shanghai Evacuation.

The French press still continues to accuse Germany with regard to the question of evacuating Shanghai.

Reichstag Debates Progressing Favourably.

The Customs Tariff debates in the Reichstag are progressing favourably, and there is now great hope that the third reading will be finished before Christmas. The Bill will not be discussed until the Tariff Bill has been passed.

(Ruter's.)

The Venezuelan Difficulty.

LONDON, December 10th. Advice from Caracas dated the 9th instant, state that the combined English and German fleets that day seized the Venezuelan fleet of four warships then lying in the harbour of Laguaira, and that all the English subjects at Caracas had been arrested.

LATER.

The Marseilles Strike.

The Marseilles strikers have refused to negotiate further with the employers or the Government, and have resolved to continue the struggle to the bitter end.

The Venezuelan Difficulty.

Satisfaction is expressed in London at the arrest of British subjects at Caracas, they being considered safer in prison than at the mercy of the populace.

(N. C. D. News.)

A Warning to The Church in France.

LONDON, 6th December. The French Government has suppressed the stipends of several bishops including the Archbishop of Besancon, for signing a petition in favour of the confederacies.

The Sugar Convention in France.

The French Chamber has adopted a bill reducing the Sugar Tax, and has approved the Brussels Convention.

The Education Bill in the Lords.

The Education Bill has passed its second reading in the House of Lords by 147 votes to 37.

HONGKONG REGATTA.

YESTERDAY'S RACES.

The following results arrived too late for insertion in our edition last evening:—

4th Race.—2.30 p.m. Harbour Police.—Open to the Chinese Members of the Harbour Police. To be rowed in the Service Boats. Distance, One Mile. Entrance, 50 cts. Winner of 3rd Race, First Day, excluded. First prize, \$10. Second prize, \$4. Three Boats to start for two prizes.

Station No. 1, Boat No. 1, Water Police. Do. 2, Do. 3, Do. Do. 4, Do. 5, Do. Do. 6, Do. 7, Do.

5th Race.—2.30 p.m. Ladies' Prize.—Presented by the Ladies of Hongkong. For four-oars. Distance, one mile. Entrance, \$10. To be rowed in Boats the property of the Victoria Recreation Club and Hongkong Boat Club.

1. BOAT NO. 3. Station No. 1.—White and pink. st. lbs. Bow...C. König 10 0

2.C. E. Pappier 11 0 3.W. Armstrong 12 0

Stroke...W. O. Köhler 13 7 Cox...H. W. B. Kennett 10 0

2. BOAT NO. 2. Station No. 4.—Green and white. st. lbs. Bow...A. Tolcke 10 11

2.G. H. Edwards 11 3 3.C. McL. Messer 12 7

Stroke...H. L. Bingay 13 3 Cox... 10 0

6th Race.—4 p.m. For Men-of-War's Gigs and Whalers.—Distance, One Mile. Entrance, \$1. First Prize, \$15. Second \$5. The Boats to be approved by the Committee. Time allowed for oars, 8 seconds per oar. Three Boats must start or no race. (Post entries. Service oars and conditions.)

1.—Gloria. 2.—Algerine. 3.—Oter. 4.—Handy. Four competed. The Gloria rowed six oars, and had to concede eight seconds each to the Oter and Algerine (five oars), and sixteen seconds to the Handy (four oars).

Time, 9 min. 17 sec. The Algerine lodged an objection against the Gloria on the ground of a foul.

7th Race.—Parsee Cup.—Presented by the Parsee Community of Hongkong. For four-oars. Distance, one mile. Entrance, \$10. To be rowed in boats the property of Victoria Recreation Club and Hongkong Boat Club.

Station No. 2.—White, crimson and blue sash.

Bow...G. H. Rubie 9 12 2.R. Lapsley 11 4

3.J. Miller 10 11 Stroke...A. E. Alves 11 11

Cox...C. M. S. Alves 10 0

THURSDAY. Station No. 3.—Dark blue and light blue. st. lbs. Bow F. D. Bain 9 4

2.J. H. R. Hance 10 2 3.A. Humphreys 11 6

Stroke...F. Herbst 10 10 Cox...S. A. Seth 10 0

BOAT NO. 1. Station No. 5.—Red and blue. st. lbs. Bow...C. V. Bland, R. A. 10 8

2.A. D. Chanter, R. A. 10 5 3.E. A. Fanshaw, R. A. 10 10

Stroke...E. Myles, R. A. 11 8 Cox...M. A. Strova, R. A. 10 0

Won by 1/4 length on 7 mins. 44 secs.

6th Race.—4 p.m. For Men-of-War's Gigs and Whalers.—Distance, One Mile. Entrance, \$1. First Prize, \$15. Second \$5. The Boats to be approved by the Committee. Time allowed for oars, 8 seconds per oar. Three Boats must start or no race. (Post entries. Service oars and conditions.)

1.—Gloria. 2.—Algerine. 3.—Oter. 4.—Handy. Four competed. The Gloria rowed six oars, and had to concede eight seconds each to the Oter and Algerine (five oars), and sixteen seconds to the Handy (four oars).

Time, 9 min. 17 sec. The Algerine lodged an objection against the Gloria on the ground of a foul.

7th Race.—Parsee Cup.—Presented by the Parsee Community of Hongkong. For four-oars. Distance, one mile. Entrance, \$10. To be rowed in boats the property of Victoria Recreation Club and Hongkong Boat Club.

1. BOAT NO. 2. Station No. 1.—Green and white. st. lbs. Bow...J. H. R. Hance 9 9

2.G. Pappier 10 0 3.G. H. Edwards 11 3

Stroke...W. O. Köhler 12 7 Cox...H. W. B. Kennett 10 0

BOAT NO. 3. Station No. 3.—Green and White. st. lbs. Bow...J. B. Bastow 11 0

2.E. Davies 10 5 3.E. E. Andrus 11 0

Stroke...H. L. Bingay 12 3 Cox...R. P. Grant 10 0

BOAT NO. 4. Station No. 4.—Chocolate and light blue. st. lbs. Bow...J. B. Bastow 11 0

2.E. Davies 10 5 3.E. E. Andrus 11 0

Stroke...H. L. Bingay 12 3 Cox...R. P. Grant 10 0

BOAT NO. 5. Station No. 5.—Green and White. st. lbs. Bow...N. H. Alves 9 8

2.A. E. Agger 9 4 3.A. Humphreys 11 6

Stroke...C. E. A. Hance 11 11 Cox...F. W. White 10 0

BOAT NO. 6. Station No. 6.—Green and White. st. lbs. Bow...F. Luders 11 1

2.R. Curt 10 4 3.W. Armstrong 13 0

Stroke... 10 0 Cox...E. G. Smith 10 0

BOAT NO. 7. Station No. 7.—Dark blue and light blue. st. lbs. Bow...J. Miller 10 11

2.J. H. R. Hance 10 2 3.A. J. Mackie 11 1

Stroke...E. Herbst 10 1 Cox...C. M. S. Alves 10 0

BOAT NO. 8. Station No. 8.—Green and white. st. lbs. Bow...H. N. Ferrers 10 1

2.C. König 11 6 3.H. Brandes 11 3

Stroke...A. Tolcke 10 11 Cox...B. S. Browne 10 0

Won by three-quarters of a length. Time, 7 min. 35 secs.

Boys' Race.—Pair Oars (Open to all schools in the Colony). Half-mile. For a School to be represented by one crew only. Age 15 and under. Entrance free. To be rowed in boats the property of the Victoria Recreation Club and Hongkong Boat Club.

1. QUEEN'S COLLEGE. Station No. 1.—White and Dark Blue Band. Powerful.

Bow...H. Bunji 10 1 Stroke...E. Bunji 11 1

Cox...H. C. Sayer 10 0

2. DIOCESAN SCHOOL. Station No. 2.—Dark blue. Terrible.

Bow...S. Mathews 10 1 Stroke...C. Alumburg 11 1

Cox...G. Wilchell 10 0

3. ST. JOSEPH'S COLLEGE. Station No. 3.—White and Black Sash. Jubiler.

Bow...F. M. Remedios 10 1 Stroke...J. M. Kochi 11 1

Cox...C. S. Alves 10 0

Won by 1/4 lengths. Time, 5 min. 10 secs.

ASK for ASAHI JAPANESE BEER. G. Gault.

ASK for ASAHI JAPANESE BEER. G. Gault.

The Lusitano Cup will be rowed for at 4.30 p.m. to-morrow.

At the conclusion of the sports, Lady Blake presented the prizes to the successful competitors, and also handed to Captain Reade, of the flagship *Daylight*, several pieces of silver plate, as a mark of the appreciation of the Regatta Committee in placing the ship at their disposal. Three cheers were accorded to Lady Blake who was then presented with a handsome bouquet. H. E. The Governor, Hon. F. H. May, C.M.G., the chairman, and the popular secretary, Mr. J. W. White were also cheered.

THE PACIFIC MAIL S.S. "KOREA."

GIANT OF THE PACIFIC.

Too much cannot be said of a good thing, and when one refers to the largest merchant steamship trading to these waters it certainly deserves more than a passing comment. The *Korea* is not only the 'giant of the Pacific' but also the record breaker of the Oriental-Occidental run, and has shortened the trans-Pacific voyage from Yokohama to San Francisco by no less than 48 hours. The following is taken from the ship's log-book on her first homeward voyage from Yokohama, to San Francisco; sailed, October 18th, 12.45 p.m.; arrived, October 28th, 10.30 a.m.

Date.	Time on knots.	Days' run.	Av. per hour knots.
Oct. 19.....	22.37	394	17.4
" 20.....	23.30	419	17.85
" 21.....	23.35	424	18.1
" 22.....	23.21	412	18.
" 23.....	23.20	414	17.75
" 24.....	23.17	419	18.
" 25.....	23.18	412	18.11
" 26.....	23.20	416	18.64
" 27.....	23.27	392	16.7
" 28.....	21.34	381	17.6

Great activity prevailed yesterday afternoon, when the ship was thrown open to public between the hours of two and five. Launch after launch at short intervals conveyed sightseers to the monarch of American marine architecture, and all were not only delighted but astonished with the unique combination of originality and beauty. Mr. Tom D. McKay, general passenger agent, received the visitors and presented each with a pretty little photograph of the *Korea* as a souvenir of the occasion. He was to be seen everywhere leading people along to the refreshment room or accompanying them from the pinnacle of the standard compass to the magnificent internal passenger accommodation.

In spite of the eventful day, the Regatta hundreds of people went off to the ship, and at times visitors turned up in such numbers that they had to wait their turn for a launch. Everyone commented on the fitness being such a contrast to those of our other levithian visitors built in England and Germany which are really like many relations. The cabins, fittings, beds, furniture, baths and carpets all seem to be of a new improved pattern and the suites of rooms, consisting of a bed-room, sitting-room, bath-room and lavatory, give travellers far more privacy than they could enjoy in a first class hotel; in fact, a great portion of the vessel seems to be simply cut up into so many houses.

In the first saloon dining room the panning is inlaid with beautiful oil paintings, and to convey an idea as to size, it will be sufficient to observe that it extends the whole breadth of the ship and seats 200 persons. The music and smoking rooms also are so different to the accommodation in this respect seen on other vessels; seats are so broad, the room so cheerful, and, at the same time, there is an entire absence of gaudy coloured tiles &c., which give otherwise comfortable rooms such a common appearance. Great points in the *Korea's* internal adornment lie in its practicability and simplicity. Good polished teak, and mahogany and snow white paintwork surround the velvet cushioned settees and lounges; and bright new Brussels carpets on the deck need no adornment. The *Korea* is a vessel of 11,300 gross tons, 530 ft. between perpendiculars, 63 ft. moulded beam and 41 ft. 10 in. depth. She has four tiers of beams, three decks, double-bottom water ballast tanks and is fitted with ten water-tight bulkheads. The life-boats which are carried swung out ready for lowering are on the boat-deck level, thus leaving the spacious promenade hurricane deck unimpeded. The engines consist of two four-cylinder, vertical inverted, quadruple expansion; cylinders 35, 50, 70 and 100 inches diameter; and stroke 66 in. At 180 revolutions per minute and 17,500 i.h.p. a speed of 18 knots is obtained. The propellers are 19 ft. 6 in. in diameter. There is accommodation on board for 200 first-class passengers, 60 white steerage, 1,200 Chinese steerage and 236 crew.

The Pacific Mail steamer *City of Peking* went on her trial trip at Kobe on the morning of the 4th inst., and it was a most successful one in every way. Everything worked smoothly and the ship made a speed of 15 knots. It is a great credit to the Kawasaki Dock Co. that they were able to accomplish such a large undertaking in so thorough a manner. The *City of Peking* is the largest ship that has yet entered their dock and Kobe may well be proud that they have facilities for accommodating vessels of her size.

The *Kobe Herald* is given to understand that the work done to that vessel was as good as could have been done anywhere and laudates the remarks that the Kawasaki Dock Co. deserve the greatest praise for the difficult work accomplished.

THE "CITY OF PEKING."

TRIAL TRIP.

The Pacific Mail steamer *City of Peking* went on her trial trip at Kobe on the morning of the 4th inst., and it was a most successful one in every way. Everything worked smoothly and the ship made a speed of 15 knots. It is a great credit to the Kawasaki Dock Co. that they were able to accomplish such a large undertaking in so thorough a manner. The *City of Peking* is the largest ship that has yet entered their dock and Kobe may well be proud that they have facilities for accommodating vessels of her size.

The *Kobe Herald* is given to understand that the work done to that vessel was as good as could have been done anywhere and laudates the remarks that the Kawasaki Dock Co. deserve the greatest praise for the difficult work accomplished.

ASK for ASAHI JAPANESE BEER. G. Gault.

ASK for ASAHI JAPANESE BEER. G. Gault.

ASK for ASAHI JAPANESE BEER. G. Gault.

THE NIPPON YUSEN KAISHA.

The following is the 25th report, presented to the shareholders at the half-yearly ordinary general meeting held at Tokyo on the 25th ult.:—

Gentlemen.—The Directors submit to you the annexed Statement of the Liabilities and Assets of the Company, and Profit and Loss Account for the Half-Year, ended September 30th, 1902.

The Gross Profits of the Company for the past Half-Year amount to Yen 3,542,413.063, out of which there has been paid:—

Depreciation of the Company's fleet and property... Yen 660,350.830

Insurance Fund..... 154,933.090

Ships' Structural Repair Fund, .. 395,164.860

1,211,448.780

Leaving a balance of Yen 3,011,141.148, including Yen 679,176.865 brought forward from the last Account.

The Directors now propose that Yen 116,398.210 be added to the Reserve Fund, raising it to Yen 1,672,913.696; Yen 800,000.000 to the Fund for the Extension of Services and Improvement of the Fleet, bringing that amount to Yen 2,000,000.000; and that Yen 71,338.110 be allowed as Directors' and Auditors' fees. From the remainder the Directors recommend a Dividend at the rate of Ten per cent, together with Two per cent as special Dividend, thus making Twelve per cent, per annum, which will absorb Yen 1,320,000.000.

The Balance, Yen 703,184.828, will be carried forward to the next Account.

REMPIEI KORDO, Chairman.

Head Office, Tokyo, 25th November, 1902.

Balance Sheet, 30th September, 1902.

LIABILITIES.

Share Capital..... Yen 22,000,000.000

Debentures..... 1,200,000.000

Insurance Fund..... 2,095,515.619

Ships' Structural Repair Fund..... 1,699,141.019

Reserve Fund..... 1,536,325.486

Dividend Equalization Fund, .. 3,300,000.000

Fund for the Extension of Services and Improvement of the Fleet..... 1,200,000.000

Sundry Creditors..... 4,511,782.283

Amount brought forward from last account..... 679,176.865

Net Profit for the half-year..... 2,331,961.283

Yen 40,574,915.585

ASSETS.

Reduced Book Value of Fleet Yen 21,599,216.118

Reduced Book Value of Launches, Barges, &c..... 226,652.571

Payment on account of new ships..... 796,826.530

Buildings and Land..... 3,624,280.764

Yokohama Stores Department, &c..... 948,853.986

Public Loans and other Securities..... 1,331,915.440

Cash at Bankers and in hand..... 9,179,068.811

Coal in Stock..... 66,911.110

Sundry Debtors..... 2,765,223.746

Yen 40,574,915.585

PROFIT AND LOSS ACCOUNT.

To Depreciation of fleet and property..... Yen 660,350.830

Insurance Fund..... 154,933.090

Ships' Structural Repair Fund..... 395,164.860

Reserve Fund..... 116,398.210

Fund for Extension of Services & Improving fleet..... 800,000.000

Directors' and Auditors' fees..... 71,338.110

Dividend (10 %)..... 1,100,000.000

Special Dividend (2 %)..... 220,000.000

Balance carried forward to next account..... 703,184.828

Yen 4,221,589.928

By Balance brought forward 31st March, 1902..... Yen 679,176.865

By Amount of Gross Profits for the Half-Year, ending 30th September, 1902..... 3,542,413.063

Yen 4,221,589.928

We have examined the above Accounts, with the Books and Vouchers of the Company, and find them to be correct.

Takeshi Arishima, Auditors.

Tokujin Obata, Auditors.

Tatsumi Iida, Auditors.

Tokio, 25th November, 1902.

N.Y.K. VESSELS IN THE MITSUBISHI YARD.

The work of placing engines on the N.Y.K. European liner *Aki Maru*, which was launched from the Tateyama Shipbuilding Yard in October last, is being pushed forward at Akumura Engine Works (the *Nagasaki Press* reports). She is expected to be ready for sea early in February next. There are three other steamers now in course of construction at the local Mitsui Bishi Dockyard for the Nippon Yusen Kaisha. These are the North China liner *Chefoo Maru* (1,900 tons), to be launched on or about the 20th inst.; the Australian liner *Nikko Maru* (5,600 tons) expected to be launched in June next; and a steamer of 2,100 tons which is to be fitted with plant for loading heavy cargo. It is reported that the Mitsui Bishi Company will lay the keel of another steamer of 1,900 tons for the N.Y.K. North China line, on the arrival here of materials from England in February next. This vessel is to be christened the *Yokohama Maru*.

CANTON NOTES.

(From Our Correspondents.)

CANTON, 9th December.

LOST IN THE CITY.

A large fire broke out last evening towards the centre of the city and many Europeans started for the scene, but finding it too distant made good their return not appreciating the idea of being lost in the maze of filthy streets. One American sailor, from the U.S.S. *Helena* got hold of a man who spoke pidgin English and passed himself off as a guide, and they set off to the scene of the conflagration. After wandering for twenty minutes or more the supposed guide asked the American for money to go and buy "chow." The sailor innocently gave him two Mexican dollars, and the guide has since been missing. The unfortunate victim walked the streets all night, and at 6.30 this morning managed to get to the Shamshien water front only to find that the *Helena* had left at 6 a.m.

Shipping—Steamers.

OCEAN STEAM SHIP CO., LIMITED.

OUTWARDS.		
FROM.	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.	"TYDEUS"	On 13th December.
" "	"TELEMACHUS"	On 31st "
" "	"PROMATHUS"	On 8th January.
" "	"PYRRHUS"	On 14th "
" "	"DIOMED"	On 28th "
HOMEWARDS.		
FOR.	STEAMERS.	TO SAIL.
LIVERPOOL DIRECT.	"ALCINOUS"	On 15th December.
(Taking Cargo at London Rates).	"ULYSSES"	On 23rd December.
AMSTERDAM and LONDON.	"PELEUS"	On 6th January.
LONDON.	"ANTENOR"	On 20th January.
LIVERPOOL.	"TYDEUS"	On 20th January.
(Taking Cargo at London Rates).		

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 8th December, 1902.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

OUTWARDS.		
FROM.	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.	"OOPACK"	12th December.
" "	"NINGHOW"	25th December.
" "	"PAKING"	22nd January.
" "	"OHINGWO"	3rd February.

HOMEWARDS.

FOR.	STEAMERS.	TO SAIL.
MARSEILLES, HAVRE, LONDON and ANTWERP.	"TEENKAI"	20th December.
NAPLES, LEGHORN and LONDON.	"HYSON"	22nd December.
MARSEILLES, HAVRE & AMSTERDAM.	"OOPACK"	16th January.

TRANS-PACIFIC SERVICE.

FOR.	STEAMERS.	TO SAIL.
VANCOUVER, and all PACIFIC COAST.	"NINGHOW"	27th December.
POINTS via NAGASAKI, KOBE and YOKOHAMA.		

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 11th December, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR.	STEAMERS.	TO SAIL.
SHANGHAI and SHINWANTAO.	"WOOSUNG"	16th December.
SHANGHAI.	"HUNAN"	16th "
CERU and LIOLO.	"CHILLY"	17th "
AMOY, SAMARANG and SOERABAYA.	"KAIKONG"	18th "
PORT DARWIN, THURSDAY IS., COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"KWEIYANG"	22nd "
	"CHINGTU"	29th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is a fixed. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 11th December, 1902.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For.	Sailing Dates.
RUBI.	2540	R. W. Almond	MANILA (DIRECT).	17th Dec., at Noon.
ZAFIRO.	2540	R. Rodger	Do.	24th Dec., at Noon.
DIAMANTE.	1980	A. H. Nottley	—	—
PERLA.	1980	J. McGinty	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 10th December, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA MOJI, KOBE AND YOKOHAMA.

PORTLAND OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship.	Tons.	Captain.	To Sail.
"INDRASAMHA"	5,197	R. P. Craven	Dec. 20, 1902.
"INDRAVELLI"	4,899	W. E. Craven	Jan. 14, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	—

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI.	"DAIGI MARU"	T. W. Groves.	SUNDAY, 14th December.
FOR FOCHOW.	"ANPING MARU"	J. Goto	WEDNESDAY, 17th December.
FOR TAMSUI.	"DAIJIN MARU"	T. Ogata	SUNDAY, 21st December.
FOR ANPING.	"MAIDZURU MARU"	T. Salto	WEDNESDAY, 24th December.

* VIA SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a daily qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co.'s Pionette at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 11th December, 1902.

Shipping.

STEAMERS.



TOYO KISEN KAISHA.

(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA, IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU."

Captain N. Tate, will be despatched hence for MANILA, TO-MORROW, the 13th instant, at Noon.

To be followed by

"ROHILLA MARU."

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light. Doctor and Stewardess carried. For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Prince's Buildings, Ice House Street.

Hongkong, 12th December, 1902. [1189d]

NAVIGAZIONE GENERALE ITALIANA, (Fratelli and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND

PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI."

Captain Belsito, will be despatched as above TO-MORROW, the 13th instant, at Noon. At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 12th December, 1902. [1343d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HALLOONG."

Captain Gibson, will be despatched for the above Ports, TO-MORROW, the 13th instant, at 4 P.M.

For Freight or Passage, apply to

DOUGLAS LAFAIR & Co.,

General Managers.

Hongkong, 12th December, 1902. [1355d]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"LAOS."

Captain Flandin, will be despatched for the above Ports on or about MONDAY, the 15th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 9th December, 1902. [1004c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above Ports on WEDNESDAY, the 17th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 11th December, 1902. [1353d]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FRIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"VINDOBONA."

Captain Cobol, will be despatched as above, on THURSDAY, the 18th December, P.M.

This steamer has capital accommodation for passengers. Electric light and carries a doctor. For information as to Passage and Freight apply to

SANDER, WIELER & Co.,

Agents.

Hongkong, 28th November, 1902. [1197d]

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE.

VIA

USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 22 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"CHINGTU" leaves on 29th Dec.
"TAIYUAN" " " 20th Jan.
"TEINAN" " " 16th Feb.
"CHANGSHA" " " 7th Mar.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Daily qualified European Surgeons carried.

BUTTERFIELD & SWIRE,

Agents, C.N.C. Ltd.

782d)

Shipping.

STEAMERS.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"ORONO" 13th Dec.

"CROYDON" About 27th Dec.

1903.

"MOGUL" 6th Jan.

"HINDUSTAN" 15th Jan.

"MACDUFF" To follow.

"SHIMOSA" " " " "

For Freight and further information, apply to

DONWELL & Co., LIMITED,

Agents.

Hongkong, 11th December 1902. [139d]

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of

more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS.

SWITCHES.

TELEPHONES.

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c. Apply to

W. STUART HARRISON

D.M. INST. C.E.,

Manager.

Hongkong, 14th October, 1902. [29]

TSU FAN, DENTIST.

PRICE MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 50, Queen's Road, Central.

Hongkong, 28th November, 1902. [1299d]

LEE LOONG.

DEALER IN Furniture, Blackwood, Plated Glass, Crockery Ware, Brass and Iron Bedsteads and Baskets for whole sale.

JUST ARRIVED. No. 1 & 3, D'Aguilar Street. Behind Hongkong Dispensary.

Hongkong, 1st May, 1902. [149d]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central. Hongkong, 1st January, 1903. [190]

ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we Appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

THE CHRISTIAN BROTHERS Hongkong, 2nd November, 1902.

Intimations.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 12nd April, 1892.

CLARKE'S B 41 PILLS are warranted to cure in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England.

Each a box.

Hongkong, 12th December.

Bank Bills, on demand 1/6 15/16

Credits, 4 months' sight 1/7 5/16

Drafts, 4 months' sight 1/7 5/16

Bank Bills, on demand 1/6 15/16

Credits, 4 months' sight 1/7 5/16

New York Bank Bills, on demand 1/6 15/16

Credits, 30 days' sight 1/7 5/16

On demand 1/6 15/16

Private 30 days' sight 1/7 5/16

nom. 1/6 15/16

3 1/2 % prem.

Sovereigns, Bank's Buying Rate 1/2 64

Gold Leaf 100 touch, per tale 65 50

Bar Silver 22 1/2

Arrivals.

INDRASAMHA, British steamer, 3,366, R. P. Craven, 11th Dec.,—Portland, Or. via Ports 4th Dec., General—Allan Cameron.

FRITHJOF, Norwegian steamer, 801, Haraldsen, 4th Dec.,—Haiphong and Hoihow. 10th Dec., Rice—Sander, Wieler & Co.

KWEIYANG, British steamer, 1,062, G. Hooper, 11th Dec.,—Canton 11th Dec., General—Butterfield & Swire.

SABINE RICKMERS, British steamer, 690, J. R. Nasber, R.N.R., 11th Dec.,—Canton 11th Dec., Ballast—Arnhold, Karberg & Co.

MICHAEL JENSEN, German steamer, 710, J. Jensen, 12th Dec.,—Haiphong 7th Dec. and Hoihow 10th, General—Jensen & Co.

APENRADE, German steamer, 611, A. P. Ulderup, 12th Dec.,—Haiphong and Pakhoi 10th Dec., General—Jensen & Co.

Gentlemen's

Outfitting

Department

Now Open.

28, Queen's Road

Opposite

Hongkong Hotel.

WILLIAM POWELL, LTD.,

28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

Gentlemen's

Outfitting

Department

Now Open.

28, Queen's Road

Opposite

Hongkong Hotel.

POWELL'S GRAND 'XMAS SHOW

OF UP TO DATE NOVELTIES. WONDERFUL STOCK OF NEW TOYS AND GIFTS.
HUNDREDS UPON HUNDREDS OF MARVELLOUS MECHANICAL TOYS.
SPLENDID SELECTION OF USEFUL AND PRETTY PRESENTS,

NOW ON SHOW

at 34, Queen's Road Central, Hongkong. Opposite Post Office, 1st Floor.

DOLLS! — DOLLS!! DOLLS!!!

RAG DOLLS, STONE DOLLS, WAX DOLLS, KID DOLLS, DRESSED DOLLS, DOLLS THAT WALK, DOLLS THAT SLEEP,
DOLLS THAT TALK, AND DOLLS THAT SQUEAK. DOLLS-HOUSES, FURNITURE, TEA SETS, DINNER SETS,
WASHING SETS, TOILET SETS, AND BEDS, PRAMS, CRADLES, AND MAIL CARTS, BARROWS, AURIEL
CARS, BICYCLE HORSES, TRICYCLES, ROCKING HORSES, WOOD TRAINS, TIN TRAINS, STEAM ENGINES,
AIR GUNS, TRUMPETS. BRICKS, GAMES, HORSES AND CARRIAGES, MAIL COACHES, SCALES. ALL KINDS
OF WOOL, SKIN, AND WOOD ANIMALS. TENNIS BATS, CORNETS, HARMONICS, PIANOS. SOLDIERS
INFANTRY, CAVALRY, ARTILLERY, CORONATION PROCESSIONS. DRUMS, SWINGS, CLOWNS, ORGAN
BARROWS, RACE GAMES, CLOTH TOYS, TOOLS, PLUSH TOYS, JOAH'S ARKS, CROCODILES, STABLES, CLOCK
WORK TRAINS ON LINES, AIR TOYS. GOATS, CAMELS, DOGS, MONKEYS, RABBITS. NAVAL REVIEWS,
STELLA GAMES, FORTS, BALANCE TOYS, SHOOTING GAMES, FROG GAMES, CANNONS, TUMBLE TOYS,
CHINESE DOLLS, METAL FURNITURE, SHOES AND SANDLES, DOLLS' TRUNKS, AND TROUSSEUX, HOPLA
GAME, DRAUGHTS-MEN, CHESS, DOMINOES, FOOTBALLS, TABLE GOLF, ALL KINDS OF GAMES.
NIGGERS, TIGERS, SPRING TOPS, PAINT BOXES, WHIPS, DRAWING SLATES, SWING COTS.

LARGE DOLLS, AND ROCKING HORSES, BICYCLE HORSES, MAIL CARTS AND PRAMS.

USEFUL PRESENTS.

WRITING CASES, FANS, GLOVE AND HANDKERCHIEF CASES, ELECTRO-PLATE WARE, GLOVES, LACE COLLARS,
RICH FURS, DRESSING CASES, BRUSHES, CIGAR AND CIGARETTE CASES, LADIES' COMPANIONS, PHOTOGRAPH
ALBUMS, FANCY PIN CUSHIONS, NIGHT DRESS CASES, HEAD RESTS, SILK LOUNGE CUSHIONS, INK
STANDS, CHATELAINE BAGS, LACE TIES, PURSES, CARD CASES, UMBRELLAS, JEWEL CASES
TRINKET BOXES, WAIST BELTS, HAND MIRRORS, AND HUNDREDS OF OTHERS.

TIES, HANDKERCHIEFS, SETS OF STUDS, LINKS, TRAVELLING RUGS, UMBRELLAS, WALKING STICKS
AND GLOVES FOR GENTLEMEN

at 28, Queen's Road Central.

December 3rd.

R. G. HECKFORD,
MANAGER